



Meeting Date: July 17, 2019

File No.(s): PLN2018-13442

Location: 5123 Calle Del Sol, a 2.62 acre site, located on the northeast corner of Calle Del Sol and Tasman Drive; APN: 097-46-019, -029; Property is zoned Transit Neighborhood (TN).

Applicant: Ensemble Investments / Rethink Development

Owner: Zaen LLC; and Neo Century International LLC

Request: **Architectural Review** of a of 503 residential units and 23,870 square feet of retail space on Parcel 19 (Mid-Rise Building) and Parcel 29 (High-Rise Building) in the Tasman East Specific Plan area. Parcel 19 consists of 311 units with amenity space, 15,870 sf retail space on 1.87 acres. Parcel 29 consists of 192 units with amenity space, 8,000 sf of retail space on 0.75 acres. Project involves the demolition of existing restaurant and light industrial buildings.

CEQA Determination: Addendum to Tasman East Specific Plan EIR

Project Planner: Yen Han Chen, Associate Planner

Staff Recommendation: **Approve**, subject to conditions

Project Data

	Existing	Proposed
General Plan Designation	Transit Neighborhood	No change
Zoning District	Transit Neighborhood	No change
Land Use	Light Industrial and Restaurant	Residential Mixed- Use
Lot Size	2.62 acres	No change
Building Square Footage (sf.)	28,500 sf Industrial (Parcel 19) 3,226 sf restaurant (Parcel 29)	15,790 sf retail (Parcel 19) 8,000 sf retail (Parcel 29)
Residential Units	N/A	503 Total Units 311 Units (Parcel 19) 192 Units (Parcel 29)
Parking	Surface parking	<u>Parcel 19</u> 443 vehicular parking spaces 160 bicycle parking spaces <u>Parcel 29</u> 139 vehicular parking spaces 99 bicycle parking spaces

Points for consideration for the Architectural Committee

Summary

- The applicant proposes to redevelop the 2.62-acre site within the Tasman East Specific Plan (TESP) and construct 503 units. The site is located within the Station District of the TESP. The Station District envisions a design where urban plazas complement the gateway experience from the Lick Mill VTA Station and highlight the areas as a center of activity for neighborhood residents, workers and visitors.

- Parcel 19 is proposed to be eight-story, mid-rise building with 311 residential units and approximately 15,790 sf of ground floor retail with one level of below-grade parking and three levels of above-grade parking.
- Parcel 29 is proposed to be a 20-story building with 192 residential units, approximately 8,000 sf of ground floor retail, and three levels of above-ground parking
- One of five dedicated parkland districts, the Station District (0.15-acre urban plaza) is required to be provided. The exact dimensions and programming are flexible to allow for the design to evolve.
- The density range for the Transit Neighborhood (TN) designation is 100-350 dwelling units per acre. Parcel 19 is approximately 1.79 acres with a residential density of 174 dwelling units per acre (du/ac). Parcel 29 is approximately 0.72 acre with a residential density of 267 du/ac.
- With the recent adoption of the TESP and the Related Santa Clara project, the site and its surroundings are expected to be a neighborhood in transition. Currently, the neighborhood is characterized by low-intensity industrial buildings and some retail (along Tasman Drive).

Building Design

- Parcel 19 on the ground level includes residential amenities including a game area, and kid's play area, park and open space areas. The project includes pool, kitchen, club and recreation rooms and fitness court areas on the fourth floor. Levels four to eight consist of residential units. Level eight includes picnic areas and recreational community garden. On the south elevation, an art wall is proposed.
- Parcel 29 on the ground level includes urban plaza as open space area. Amenity space on the fifth floor includes a club room, a family picnic area, fitness court areas and studio. The project proposes picnic area, garden and fitness court area on the 20th floor.
- The project is consistent with the Building Design Guidelines of the TESP. Other TESP standards and guidelines are achieved that requires addressing the building design (fenestration, building scale, rooftop amenity areas), bulk and massing (discouraging long buildings), building frontages (setbacks, ground floor residential). The overall architecture of the buildings represents a contemporary design. Mid-rise (Parcel 19) uses ceramic tile, brick veneer, cement plaster and metal siding. Storefront windows system and art wall are additional features. High-rise (Parcel 29) utilizes ceramic tiles, perforated metal screen, aluminum spandrel panels, concrete columns and slabs for exterior building materials. Store front window systems and art wall is proposed as features at the lower levels.
- Building Frontages. Setbacks are adhered and other architectural elements such as canopies, stoops are provided that meet the standards.
- The proposed development is consistent with the General Plan, and with the TN Zoning District development standards. The approved TESP provides for a residential yield of up to 4,500 new dwelling units over the next 20 years. A total of 503 units is proposed. This project is second of the projects within the TESP for approval consideration.
- The proposal will support goals, policies and land uses established in the TESP to create a mix of housing types, open spaces, and supporting linkage to the Guadalupe River Trail.

Park Space

At least five acres of dedicated park land is required within the TESP upon buildout. A total of 0.85 of that amount is required within the Hill District of the plan. The project proposes to dedicate 0.417 acres of improved park land.

Findings

- 1) *That any off-street parking area, screening strips and other facilitates and improvements necessary to secure the purpose and intent of this title and the general plan of the City area a part of the proposed development, in that;*
 - The development shall provides the required automobile parking spaces under SCCC 18.25.070(a)(3) and required bicycle parking under SCCC 18.25(d) as specified in the Transit Neighborhood (TN) Zoning District.
- 2) *That the design and location of the proposed development and its relation to neighboring developments and traffic is such that it will not impair the desirability of investment or occupation in the neighborhood, will not unreasonably interfere with the use and enjoyment of neighboring developments, and will not create traffic congestion or hazard, in that;*
 - The project is consistent with the Tasman East Specific Plan Street Design Guidelines, Open Space Design Guidelines and Building Design Guidelines. The project implements the TESP by providing the necessary components such as bike lanes, sidewalk widths, landscaping for Calle Del Sol and Tasman Drive in accordance with the TESP. The building is designed to be consistent with the TESP by providing building recesses, notches, balconies, a variety of materials, colors and fenestration patterns.
 - The proposed project incorporates high quality sustainable, energy efficient materials and will meet or exceed all CalGreen requirements.
 - On balance, the project is consistent with the City's General Plan as discussed in Table 1.

TABLE 1 PROJECT CONSISTENCY WITH SANTA CLARA GENERAL PLAN LAND USE POLICIES	
Land Use Policies	Project Consistency
5.3.1-P2: Encourage advance notification and neighborhood meetings to provide an opportunity for early community review of new development proposals.	The project included a community meeting that was held on May 1, 2019, and posted Notice of Development Proposal on the project site.
5.3.1-P3: Support high quality design consistent with adopted design guidelines and the City's architectural review process.	The project is consistent with the Tasman East Specific Plan design guidelines. The project includes a variety of materials and design techniques when combined makes the project aesthetically compatible with the vision of the area.
5.3.1-P4: Encourage new development that meets the minimum intensities and densities specified in the land use classifications or as defined through applicable Focus Area, Neighborhood Compatibility or Historic Preservation policies of the General Plan.	The project's density is within the minimum and maximum range indicated in the General Plan. Parcel 19 is approximately 1.79 acres with a residential density of 174 dwelling units per acre (du/ac). Parcel 29 is approximately 0.72 acre with a residential density of 267 du/ac.
5.3.1-P9: Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.	The project will be required to upgrade infrastructure facilities in accordance of the Tasman East Specific Plan implementation program.
5.3.1-P10: Provide opportunities for increased	Seventy-five trees currently exist on-site and as

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landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.	street trees, which will all be replaced. The project requires that all trees removed would be required to be replaced at a 2:1 ratio on-site.
5.3.1-P12: Encourage convenient pedestrian connections within new and existing developments.	The project includes sidewalks and bicycle lanes.
5.3.1-P13: Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.	The project is located near the Santa Clara/Great America Train Station (ACE/Amtrak) and the Lick Mill Station (Santa Clara Valley Light Rail).
5.3.1-P14: Encourage Transportation Demand Management strategies and the provision of bicycle and pedestrian amenities in all new development greater than 25 housing units or more than 10,000 non-residential square feet, and for City employees, in order to decrease use of the single-occupant automobile and reduce vehicle miles traveled, consistent with the CAP.	The project will implement a Transportation Demand Management program. The project includes bicycle parking on-site.
5.3.2-P2: Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.	The project's 503 dwelling units is within walking distance of transit stations.
5.3.2-P8: Require new residential development to comply with applicable regulations for the provision of affordable housing.	The project will be required to provide affordable units and required to enter into an Affordable Housing Agreement in accordance with the City's ordinance.
5.4.6-P4: Promote pedestrian-friendly design that includes features such as shade trees, streetscapes that contain lighting and landscaping, street furniture, pedestrian and bike paths, limited driveway curb cuts, traffic-calming features, and pedestrian street crossings.	The project will implement the pedestrian friendly street designs indicated in the Tasman East Specific Plan including the bicycle lanes and connectivity to parks through private greenways.
5.4.6-P5: Provide publically accessible open space within the Tasman East Focus Area that is accessible to all residents, adequate to meet their activity needs, and consistent with the General Plan requirements and other City regulations.	The project will dedicate to the City to establishing a public park (Urban Plazas) and provide private greenways.

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5.4.6-P7: Provide for future connections, which encourage walking and bicycling, to the new development in the north when it is redeveloped to promote accessibility between the two areas.	As part of the public park and greenway design, an area is set aside as a future connection and be required to enter into a deferred improvement agreement with the City on the future greenway improvement.
5.4.6-P11: Require new buildings to maintain a consistent setback/build-to-line from the public right-of-way in order to create a well-defined public sidewalk and street.	The project maintains the required setback along the streets
5.4.6-P13: Require that building facades and entrances directly face street frontages, with a high proportion of transparent windows facing the street for nonresidential uses.	The project's fenestration is designed to include storefront glazing where common amenities and common entryways are planned.
5.4.6-P14: Encourage sensitive design and site planning to minimize the scale of larger buildings through use of building massing, setbacks, façade articulation, fenestration, varied parapets and roof lines, and pedestrian-scaled architectural details.	The project provides features with visual interest such as balconies and recesses. Material changes and color are introduced to help minimize the scale of the building. The project also includes roof-top courtyards. At lower levels, the project provides artwalls and retail storefronts to provide a better relationship with the street.
5.4.6-P15: Encourage parking to be located in structures to minimize their visibility from streets and public spaces.	Parking is provided within the buildings in multi-level parking garages. The parking garage entrance is on Calle de Sol. And a driveway to the garage is provided from Tasman Drive.
5.4.6-P17: Encourage new development to build to a green neighborhood rating standard.	The project will be consistent with the City's green building requirements.

- 3) *That the design and location of the proposed development is such that it is in keeping with the character of the neighborhood and is such as not to be detrimental to the harmonious development contemplated by this title and the general plan of the City, in that;*
- The development is consistent with the Transit Neighborhood designation. The project is compatible with the planned high-density residential uses in the area.
- 4) *That the granting of such approval will not, under the circumstances of the particular case, materially affect adversely the health, comfort or general welfare of persons residing or working in the neighborhood of said development, and will not be materially detrimental to the public welfare or injuries to property or improvements in said neighborhood, in that;*
- The project is subject to the California Building Code and City Code requirements, which serve to regulate new construction to protect public health, safety and general welfare.

- The use, scale, and design of the development, as conditioned, are consistent with the Tasman East Specific Plan standards and are compatible with the planned uses in the surrounding area.

5) *That the proposed development, as set forth in the plans and drawings, are consistent with the set of more detailed policies and criteria for architectural review as approved and updated from time to time by the City Council, which set shall be maintained in the planning division office. The policies and criteria so approved shall be fully effective and operative to the same extent as if written into and made a part of this title, in that;*

- The proposed development provides for an attractive, inviting, imaginative and functional site arrangement of the building, the obscured parking areas, and a high quality architectural and landscape design. The project also provides for proper access, visibility and identity, and access to transit within the Tasman East Specific Plan and adds new rental housing with some affordable housing.

Attachments:

1. EIR Addendum Tasman East Specific Plan (<http://santaclaraca.gov/CEQA>)
Appendix A thru E
2. TESP MMRP
3. Condition of Approval
4. Development Plan